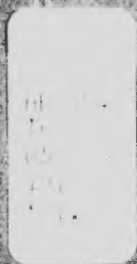


Toronto



# A District Created for Manufacturers



# *A District Created for Manufacturers*

ISSUED BY THE  
TORONTO HARBOR  
COMMISSIONERS

LIONEL H. CLARKE  
*Chairman*

THOS. L. CHURCH  
K. S. GOURLAY

R. HOME SMITH  
JOHN LAXTON

E. L. COUSINS  
*Chief Engineer*

ALEX. C. LEWIS  
*Secretary*

J. G. SING  
*Consulting Engineer*

A. C. McMASTER  
*Solicitor*

The Toronto Harbor Commissioners were created by Act of the Senate and House of Commons of Canada, 1-2 George V, Chapter 26, May 19th, 1911, for the purpose of developing and administering Toronto Harbor and Waterfront and the Toronto Harbor Industrial District.

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1915

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## PREFACE

**I**N the last few years 102 manufacturers with headquarters in the United States have established branch factories, valued in the aggregate at \$30,300,000, in Toronto. In all, 535 such branches, valued at \$160,500,000, have been established in Canada, 415 out of the total being in Ontario.

The motive which prompted the choice of Toronto as a location for these 102 American factories, which also prompted the decision of Canadian manufacturers to erect during the past four years 341 new factories in Toronto, was based on the fact that Toronto is the leading manufacturing and financial centre of Ontario, and Ontario is the leading manufacturing and purchasing province in the Dominion of Canada.

In Toronto the manufacturer finds himself most convenient to the source of his raw material, finds the best railway system in the Dominion, and in Toronto and vicinity—the most thickly populated district in Canada—he finds the best selection of labor.

In Ontario, which has one-third of the entire population of Canada, he finds the largest and best sale for his products.

Other things being equal, the manufacturer looking for a location in Canada will naturally prefer to establish his factory in a large centre of population which provides him with a large local market, an easily accessible source of labor and the best shipping facilities. Toronto offers these advantages to a greater degree than any other city in the Dominion of Canada.

The 1445 manufacturers which have already selected Toronto as the city which appeals most to them as a location for their industry did so despite the fact that no effort was made by official representatives of the City to furnish them with facilities, that there has been no specialization in Toronto in industrial development; in fact, Toronto was chosen on account of its natural advantages and in competition

with other places offering special inducements to industries, because Toronto appealed to business men as being the logical location for a Canadian plant.

The situation in Toronto for manufacturers seeking Canadian locations has been greatly improved in the last year. In 1911, a body was created under the name of the Toronto Harbor Commissioners and was placed in control of Toronto's harbor and waterfront with the primary object of interesting industries, intending to locate in Canada, in Toronto, and to provide them with every facility required by modern manufacturing conditions. For this purpose the Commissioners have been devoting their energies largely to the reclamation of a district of hitherto waste land and the installation in this district of proper railway-siding facilities, docks served by deep water connected with Toronto harbor, and electrical energy from Niagara Falls at the lowest possible cost to the consumer.



HARBOR COMMISSION HYDRAULIC DREDGES DRIVING THE NORTH SLIP THROUGH THE NORTH PART OF THE INDUSTRIAL DISTRICT.

## *The Industrial District*

THE property being developed by the Harbor Commissioners as a location for factories is known as the Toronto Harbor Industrial District, and no effort is being spared to provide on this property a district where every convenience and condition known to decrease the cost of production and to increase facility of output will be found, where every move from the receipt of raw material to the arrival of the finished product at its destination, will be accomplished at the smallest cost and in the shortest time.

The property lies immediately to the east of and fronts on Toronto harbor, and the principal entrance to it is just one mile distant from the corner of King and Yonge Streets, which is the centre of Toronto's business and financial district. It can be reached from this business district by means of street car in fifteen minutes and is available for vehicular delivery of goods from the district to the wholesale section of the City in from twenty to twenty-five minutes.





A GROUP OF DOWNTOWN OFFICE BUILDINGS, TORONTO.

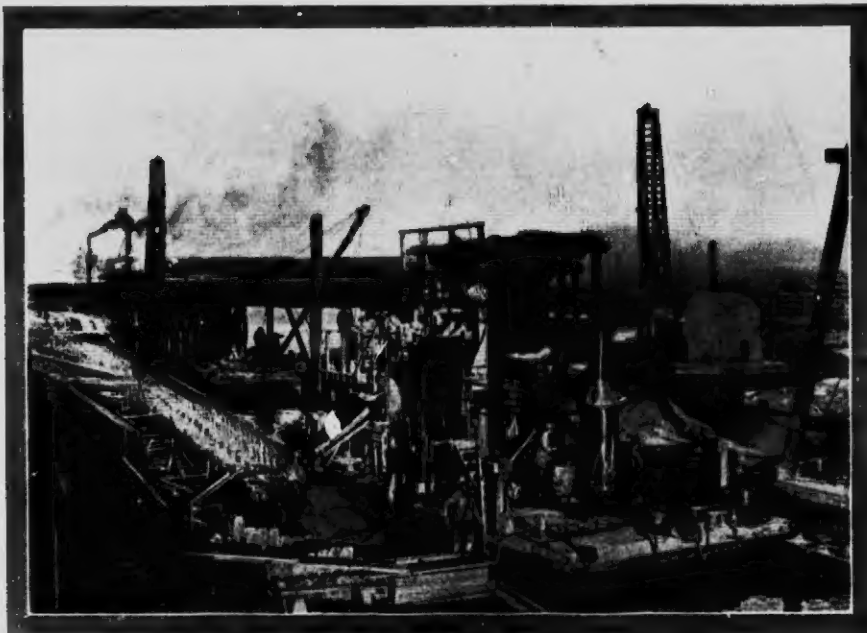
For the class of industries which would find any considerable portion of their market in Toronto's population this district is particularly well suited through its favorable location in the centre of the City, there being no grades to overcome in transporting goods from buildings located here to any of the business sections.

The sum of \$11,000,000 is being spent by the Commissioners for the purpose of developing this district in addition to \$13,000,000 which is being expended on the harbor and waterfront generally. The expenditure on the industrial district covers the cost of filling the entire district up to an established building grade by pumping 17,445,000 cubic yards of sand from the bed of Toronto Bay and Lake Ontario, on the construction of a ship channel 6,800 feet long, 400 feet wide and 24 feet deep, terminating in a turning basin 1,100 feet square, the construction of permanent concrete docks along both sides of this ship channel and on one mile of waterfront fronting on the district facing on Toronto's protected harbor, and on the construction of a perfect system of industrial railway sidings to be connected with all three Canadian transcontinental railways. All the railway sidings in the district will be constructed by the Commissioners on railroad reservations and will be absolutely controlled by the Commissioners in order that they may be operated for the benefit of the industries and not for the advantage of any particular railway.

Two hundred acres of land have already been reclaimed and are now ready for buildings. A railroad siding has been constructed on the property reclaimed ready for extension to any portion of the reclaimed area, a fine concrete dock 600 by 176 feet has been completed and is available for water shipments, as is also 5,600 feet of concrete dockage along both sides of a channel known as the "North Slip" which is now ready for operation.

The work done on the reclamation of the industrial area during 1914 involved an expenditure of approximately \$1,000,000 and an additional sum of \$1,500,000 was appropriated to carry on the work during 1915. Notwithstanding the financial situation resulting from the war, arrangements have been made both by the Harbor Commissioners and the Government to carry this work to completion without interruption.





HARBOR COMMISSION PLANT—RUNNING THE CONCRETE  
FOR A NEW PERMANENT DOCK.

The entire work is expected to be completed by 1921, and upon completion the Toronto Harbor Industrial District will offer to manufacturers looking for location:—

646 acres of factory sites.

235 acres of streets and railway reservations.

130 acres of waterways.

30 miles of public roadways varying from 75 to 175 feet in width.

30 miles of railway sidings under control of the Harbor Commissioners.

The railway sidings being constructed in the district by the Commissioners are arranged on the railway reservations on a three-track system, the object being to use the centre track for shunting purposes with a track on each side of the reservation close alongside the industrial properties to be used for spotting with a separate cross-over from the shunting track to each industry so that the placing or removing of a car for one industry will not interfere with the use of the track by a neighbour.



SKYLINE, KING AND YONGE STREETS, TORONTO.

## *Transportation*

**W**HILE at the present time the railway sidings in the district are connected only with the Grand Trunk Railway, they will be in a comparatively short time connected also with both the Canadian Pacific and Canadian Northern Railways, so the shippers in the district will enjoy the advantage of being able to ship and receive goods over any one of the three Canadian transcontinental railways. A double-track industrial siding has been constructed from the point of junction with the Canadian Pacific and Canadian Northern tracks in the north-east section of the City down the east bank of the Don River to a point less than a quarter of a mile distant from the industrial district and upon the separation of railway and highway grades, which has been ordered by the Railway Commissioners for Canada and agreed to by the railroad companies, this industrial track



*A LITTLE CORNER OF THE TORONTO HARBOR INDUSTRIAL DISTRICT.*

will be carried south under the elevated tracks of the Grand Trunk Railway and into connection with the industrial tracks in the Harbor Commissioners' property.

The sidings at present laid in the district by the Grand Trunk Railway have all been laid subject to an agreement under which the Harbor Commissioners retain the right to take them over at any time, and the Commissioners have officially adopted the policy of controlling all the railroad sidings and all railroad movements within the boundaries of their property, both in the Toronto Harbor Industrial District and on the dock properties fronting on the north shore of the inner harbor, in order that the railroad service shall be operated for the fullest advantage of industries located on these properties. An agreement has been drawn up as a result of several conferences between the Harbor Commissioners and the railroad companies interested, and is expected to be executed shortly by all the interested parties for the purpose of governing the administration and operation of the railroad system in the industrial district, and under this agreement the Harbor



CITY HALL, TORONTO.

Commissioners will have absolute control over the system of operation, thus ensuring to the manufacturers locating on the Harbor Commissioners' property an efficient service over any one of the three railroads.

## *Railroad Connections*

**O**VER the three Canadian railroads, factories located in the Toronto Harbor Industrial District can secure connections to all points in the United States over the New York Central and all the subsidiary lines of this system, Lehigh Valley, Delaware, Lackawanna and Western, Illinois Central, and practically all lines throughout the United States. Good connections are made for points in England over the Canadian Pacific and Canadian Northern and the line of steamers connected with these companies, and over the Grand Trunk and Allan line of steamers and also over the Canadian Intercolonial System and its shipping connections for European points.



TEMPORARY BULKHEADS BEING PLACED TO DIRECT THE 17,445,000 CUBIC YARDS OF SAND BEING PUMPED INTO THE DISTRICT.

These connections keep the manufacturer in first-class communication with all distribution points throughout Canada and the United States and all sources of raw material in the States, England and other European centres.

## *Water Shipments*

ONE advantage which the Toronto Harbor Industrial District possesses over a majority of other industrial properties lies in the fact that the manufacturer has the choice of shipping and receiving goods either by rail or water, thus giving him the advantage of the competitive water rates on shipments to any of the lake ports and also to the Western Provinces of Canada.

That this competition between water and rail for handling of freight is of real benefit to the manufacturer who is in a position to take advantage of it is proven by a little comparison of railway freight rates where these rates compete with water transportation and railway freight rates where there is no such competition.





PROVINCE OF ONTARIO LEGISLATIVE ASSEMBLY BUILDING.

From Toronto to Fort William is a distance of 802 miles, and shippers between these two points have their choice during the navigation season of either water or rail transportation. The water-borne freight rates on shipments from Toronto to Fort William vary from 23c. to 45c. per hundred, according to classification.

From Fort William to Winnipeg is a distance of only 420 miles, but for the freight carried through this section there is no water-borne competition, and the result is that the railway freight rates on the same class of articles as referred to previously varies from 38c. to 86c. per hundred.

Comparing the water rate with the rail rate between Toronto and Fort William we find that the rail rate from Toronto to Fort William varies from 42c. to \$1.05 per hundred, according to classification; a combination of rail and water rate varies from 25c. to 50c. for the same classification, while on all-water rate runs from 23c. to 45c. per hundred for the same goods.



*PRINCE OF WALES' CUP RACE, ROYAL CANADIAN YACHT CLUB.*



*CANOEING ON THE HUMBER RIVER.*



*A DINGHY RACE, TORONTO BAY.*



BULKHEADS READY TO RECEIVE CONCRETE ON LAST PIECE OF  
CONCRETE WALL, NORTH SLIP.

Toronto is a port of call for several lines of steamers carrying freight east through the St. Lawrence Canals to Montreal and Quebec City, and west through the Welland Canal and chain of Great Lakes to all lake ports as far as the head of navigation at Duluth and Port Arthur, and the Harbor Commissioners are providing the means by which factories in their district can take advantage of this service by constructing modern docks of the finest type on the harbor front of the district and along both sides of the ship channel.

The navigation season for this system of waterways extends over eight months, the season opening as a general rule about the 1st of April and continuing until the 1st of December. It is frequently possible to make shipments earlier than the 1st of April, and some vessels have continued operating through the greater part of the month of December, but for ordinary purposes it is generally considered that the season is confined to the eight months mentioned.

At the present time shipments east and west from Lake Ontario are confined to vessels having a draft of 14 feet, this being the



*A VIEW IN HIGH PARK, TORONTO.*

maximum depth of the St. Lawrence and Welland Canals. This limitation is being removed, however, by the Dominion Government which is now constructing a new Welland Canal with a present depth of 24 feet and capable of deepening it any time in the future to 30 feet, the sum of \$50,000,000 having been appropriated for this work. The Government has also announced its intention of following up the construction of the new Welland Canal by the reconstruction of the St. Lawrence Canals in order to accommodate vessels of similar draft, so that in the near future any vessel drawing up to 24 feet of water will be able to enter Toronto Harbor either from the east or from the west. The work planned for the development of Toronto Harbor also provides a depth of 24 feet of water alongside all docks in the harbor, and the docks themselves are being so constructed that by the means of additional dredging at any time in the future the depth of water can be increased to 30 feet, so that Toronto will be at all times able to provide accommodation for any vessel which can navigate the Great Lakes.



DIVERS INSPECTING THE UNDER-WATER WORK.

## *Electrical Energy*

**T**O industries which prefer to use electrical energy as the motive power for their plant, the Toronto Harbor Industrial District offers an exceptionally favorable location, the property being already served by trunk lines owned by the Toronto Hydro-Electric System, the City-owned power plant, and by the Toronto Electric Light Company, the private company selling power in the City.

Both these corporations bring their power from Niagara Falls over two of the finest transmission lines in the world, and the average rate for electrical energy in the City is \$11 per horse-power per year.

This rate is a great reduction over the rates charged to manufacturers previous to the formation of the Ontario Hydro-Electric Commission, and even this low rate is capable of further reduction as the consumption of power for manufacturing purposes increases.





SOME OF THE FIRST LAND RECLAIMED AND THE PIONEER INDUSTRY  
IN THE SOUTH PART OF THE INDUSTRIAL DISTRICT.

## *Factory Sites at Cost*

**T**HIS industrial district cannot in any way be compared to a private real estate exploitation. The Harbor Commissioners form a public utilities corporation and give their services to the citizens free, their duty being to develop the industrial and commercial life of Toronto.

No attempt is made to make large profits on the land being developed, the idea behind the development being the attraction of manufacturers to Toronto as one means toward the upbuilding of the City generally.

The City and the Commissioners desire only to secure sufficient returns from the industrial property and the commercial property being developed to pay the expense of development and administration.

As a result the manufacturer is offered a location in the Toronto Harbor Industrial District at prices which cannot be met in any similar district or by the owners of any industrial property possessing only a few of the advantages which this property offers.



MOST POWERFUL HYDRAULIC DREDGE IN THE WORLD RECLAIMING LAND FOR THE SUMMER RESORT AT THE MOUTH OF THE HUMBER.

## *Splendid Labor Market*

ONE of the problems which always confronts the manufacturer looking for a new location is the source from which he can draw the labor needed in his industry. This problem need cause no worry to the man who becomes interested in the property herein described. Lying immediately to the north of the district and within five to ten minutes' walk is a section of the City densely populated by a class of cheap labor. To the north of this section and still within fifteen to twenty minutes' walk is a district occupied by a better class of labor, including artisans of various kinds, and also a large market from which can be drawn all classes of female help, while a short distance farther to the north, the north-east and the north-west, as well as in the Beach District to the east, and within a reasonable distance lie several of Toronto's best residential sections where the members of firms and chief officials can find suitable homes.



NEW GENERAL HOSPITAL, TORONTO.

## *General Development*

**W**HILE this book explains particularly the work being done for the development of the Industrial District for the purpose of encouraging manufacturers to locate in Toronto, this development is only one section of the work now being carried out by the Harbor Commissioners. The entire work as planned is estimated to cost \$24,190,088.91, and it is expected that it will be completed by 1921.

As a result of this expenditure the Commissioners propose to give the citizens of Toronto a boulevard driveway running across the lake front of the City for a distance of thirteen miles, part of which borders the Industrial District on the south, which driveway will be one of the finest in America, protected from the waters of the Lake by two splendid seawalls which are now being constructed, and in connection with this boulevard there will be a protected lagoon system of waterways across the entire waterfront offering splendid facilities for small boats of all descriptions.

The work being carried out will add 985 acres of park lands to the area of parks within the City limits, and along the western front of the



CONSTRUCTING THE ENTRANCE FROM TORONTO HARBOR TO THE  
NORTH SLIP, INDUSTRIAL DISTRICT.

City from Sunnyside to the Humber River, a distance of  $1\frac{1}{2}$  miles, will be provided one of the finest summer resort sections and amusement parks to be found any place in America.

On the central waterfront a complete system of modern concrete docks will be constructed, changing the whole aspect of Toronto's harbor front, and these docks will be served by railroad sidings connected with all three Canadian transcontinental railways. The entire harbor will be dredged to a depth of 35 feet, offering accommodation for the largest vessels which can at any time in the future enter Lake Ontario.

All this work as planned and described is now under way, and arrangements have been made which will carry it to a conclusion.



ALLAN GARDENS—ONE OF TORONTO'S CENTRAL PARKS.

## *Facts About Toronto*

### *Capital of Ontario*

#### **WHERE IS IT?**

On the northern shore of Lake Ontario.  
 40 miles due north of Niagara Falls.  
 30 miles from the nearest U.S. point.  
 100 miles from Buffalo, U.S.A.  
 502 miles from Chicago, U.S.A.  
 546 miles from New York, U.S.A.

334 miles from Montreal, Que.  
 817 miles from St. John, N.B.  
 1091 miles from Halifax, N.S.  
 1236 miles from Winnipeg, Man.  
 2073 miles from Calgary, Alberta.  
 2720 miles from Vancouver, B.C.

A one-night ride from any of the centres of population in Central Canada or in the Central and Eastern States.

#### **AREA**

Some idea of the size of Toronto may be formed from the following:—

YEAR	SQUARE MILES	INCREASE	YEAR	SQUARE MILES	INCREASE
1900	19.37	.....	1914	32.72	16.35%
1905	19.96	.03%	1915	39.58	21.00%
1910	28.12	40.74%			





PILES FROM NORTHERN ONTARIO WOODS DELIVERED IN TORONTO HARBOR WORKS.  
PONTON PIPE LINE FOR MONSTER HYDRAULIC DREDGE.

### POPULATION

(As shown by Assessors)

YEAR	POPULATION	INCREASE	YEAR	POPULATION	INCREASE
1900	199,403	....	1910	341,091	43%
1905	238,642	20%	1914	470,144	34%

### ASSESSMENT

Toronto's assessment has steadily increased as shown in the following table:—

YEAR	TOTAL ASSESSMENT	INCREASE	YEAR	TOTAL ASSESSMENT	INCREASE
1900	\$125,736,009	....	1910	\$268,737,947	80%
1905	149,272,094	19%	1915	576,444,520	115%

### REGISTRY OFFICE STATISTICS

The growth of the City is well illustrated by the increase in the number of property deeds and other documents registered with the Registrar of Titles, as shown in the following table:—

YEAR	TRANSACTIONS	INCREASE	YEAR	TRANSACTIONS	INCREASE
1900	9,098	....	1910	38,630	96%
1905	19,713	115%	1914	45,856	19%

## BANKS

Toronto has nineteen chartered banks with 180 branches, nine of which (with 120 branches in the City) have headquarters in Toronto.

	CAPITAL AUTHORIZED	CAPITAL PAID UP	RESERVE
Nine Banks .....	\$ 80,000,000	\$ 45,981,226	\$ 50,452,903
Other 10 Banks with 60 branches .....	98,866,666*	60,998,311*	56,724,295*
	<u>\$178,866,666</u>	<u>\$106,979,537</u>	<u>\$107,177,198</u>

\*Fiscal year ending April 30th, 1914.

## BANK CLEARINGS

As an index of the growth of business in Toronto, the bank clearings are interesting. They are as follows:—

YEAR	AMOUNT	INCREASE	YEAR	AMOUNT	INCREASE
1900	\$ 513,696,401	....%	1910	\$1,593,954,254	52%
1905	1,047,490,701	104%	1914	2,012,955,006	27%

## BUILDING GROWTH

YEAR	NO. OF PERMITS	NO. OF BLDGS.	VALUE OF PERMITS
1900	.....	.....	\$ 1,888,066
1905	2,674	3,085	10,347,910
1910	6,204	8,499	21,127,783
1913	7,177	9,884	27,038,624
1914	6,600	8,927	20,694,288

## CANADIAN NATIONAL EXHIBITION

The largest annual exhibition on the American continent.

Area 264 acres, with one mile and a half lake front.

Value of permanent buildings, \$2,500,000.

Exhibit floor space 500,000 square feet.

Has paved streets and walks and 30,000-lamp electric plant.

Average yearly attendance of nearly 1,000,000.

## EDUCATION

Toronto is the seat of the Provincial University and 16 affiliated universities, with attendance of more than 5,000 students annually. Toronto has:—

88 Public School buildings.                      1,590 Teachers.  
10 High School buildings.                      65,455 Registered Pupils.

11 Public Reference Libraries.

The Royal Ontario Museum erected in 1914 at a cost of \$400,000.

The Roman Catholic citizens of Toronto, in common with their fellow citizens in Ontario, have a Separate School System as ensured to them under the British North America Act. In Toronto there are:—

27 Separate Schools. 154 Teachers. 7,031 Registered Pupils.



UNIVERSITY OF TORONTO—ARTS BUILDING

### HOTELS

Toronto has 110 licensed hotels, with nearly 4,000 rooms, and as many first-class private hotels.

### IMPORTS

YEAR	IMPORTS	INCREASE	DUTY	INCREASE
1900	\$31,787,053	....	\$ 5,363,816	....
1905	50,838,296	60%	9,586,707	79%
1910	73,401,975	44%	12,644,612	32%
1915	96,129,026	31%	15,806,033	25%

Fiscal year ended March 31st, 1915.

### INLAND REVENUE

A comparison of Inland Revenue receipts:—

YEAR	REVENUE	INCREASE	YEAR	REVENUE	INCREASE
1900	\$1,097,177.45	....	1910	\$1,410,170.59	40%
1905	943,435.29	*14%	1915	1,684,482.83	18%

Fiscal year ended March 31st, 1915.

\* Decrease

### LIGHT AND POWER RATES

**ELECTRIC.**—Electric power is brought from Niagara Falls, and is supplied by the Toronto Hydro-Electric System, under a municipal commission, and also by a private concern, the Toronto Electric Light Company.

Since the publication of this booklet there has been  
a 10% reduction in the rates given below.

The Toronto Hydro-Electric System charges are:—

**RESIDENCE RATE.**—A monthly service charge of 3c. per 100 sq. feet of floor area, and a current charge of 2.8c. per kilowatt hour, both subject to 10% discount for prompt payment.

**COMMERCIAL LIGHTING RATE.**—A current charge of 6c. per kilowatt hour for the first 30 hours' monthly use of the maximum demand. 2.8c. per kilowatt hour for the next 70 hours' use of the maximum demand. The whole bill subject to a discount of 10% for prompt payment.

**DIRECT CURRENT POWER RATE.**—A charge of \$1.35 per horsepower per month for the first 10 horsepower of maximum demand, and \$1.00 per horsepower per month for all excess.

Energy charge, up to the first 50 hours' monthly use of the maximum demand, 2½c. per kilowatt hour.

Additional consumption for the second 50 hours 1½c. per kilowatt hour.

Remaining consumption 25c. per kilowatt hour.

The whole of the above subject to 20% discount for prompt payment.

**ALTERNATING CURRENT POWER RATE.**—A service charge of \$1.35 per horsepower per month for the first 10 horsepower of maximum demand, and \$1.00 per horsepower per month for all excess, with an energy charge, up to the first 50 hours' monthly use of the maximum of 1½c. per kilowatt hour.

Additional consumption for the second 50 hours' use 1c. per kilowatt hour.

Remaining consumption 15c. per kilowatt hour.

The whole of the above subject to 10% discount for prompt payment.

## GAS

Gas for illuminating and commercial purposes is supplied by the Consumers' Gas Company, which has a perpetual franchise, and operates one of the finest gas plants in America.

The rate for gas is 70c. per thousand cubic feet.

The following figures indicate the increase in the consumption of gas during the last 15 years:—

YEAR	OUTPUT	INCREASE	MILES OF MAINS	INCREASE
1900	898,215,000 Cu. Ft.	....	251	....
1905	1,374,114,000 " "	64%	302	20%
1910	2,621,247,000 " "	91%	424	40%
1913	3,492,087,000 " "	33%	521	23%
1914	3,764,408,000 " "	8%	564	8%



GENERAL VIEW OF THE NORTH SLIP AND THE SECTION  
OF THE DISTRICT IT WILL SERVE.

### MANUFACTURERS IN TORONTO

YEAR	CAPITAL INVESTED	INCREASE	VALUE OF PRODUCTS	INCREASE
1891	\$ 31,723,313	.....	\$ 44,963,922	.....
1901	52,114,042	64.26%	58,415,498	29.92%
1911	145,799,281	179.77%	154,906,948	164.15%
*1914	175,958,117	20.00%	185,168,337	20.00%
YEAR	EXPORTS	INCREASE	IMPORTS	INCREASE
1891	26,242	.....	\$ 9,638,537	.....
1901	42,515	62.01%	15,505,466	60.86%
1911	65,274	53.53%	36,064,815	132.59%
*1914	78,581	20.00%	43,278,788	20.00%

\*Dominion Government's estimate. December 1914.

### POSTAL RECORDS

YEAR	MONEY ORDERS PAID	INC.	MONEY ORDERS ISSUED	INC.	POSTAL REVENUE	INC.
1900	\$ 2,803,637.44	....	\$ 428,803.31	.....	\$ 546,920	....
1905	5,199,878.01	80%	1,151,299.90	168%	1,050,913	92%
1910	8,501,297.35	64%	1,938,511.07	68%	1,709,493	63%
1914	13,831,132.43	63%	4,608,940.51	138%	2,651,751	55%

Fiscal year ending March 31st.



## MOTOR VEHICLES

Toronto is the recognized automobile centre of Canada, and has over one-third of the autos in Ontario. The number of licenses granted Toronto owners in 1914 was 7,641, and 1,600 for motor cycles. The Ontario Motor League has a membership of 4,500, of whom over 2,300 live in Toronto.

## STREET RAILWAY GROWTH

The Toronto Street Railway Company operates, within the City limits of 1801, an electric railway under a franchise which expires in 1921. By its agreement with the company, the City receives a percentage of the gross receipts. The growth in the earnings and the extent to which the City had participated, is shown by the following figures:—

YEAR	MILES SINGLE TRACK	INCREASE	PASSENGERS	INCREASE
1900	84.09	....	36,061,867	....
1905	94.60	11%	67,881,688	88%
1910	103.84	10%	100,415,264	61%
1914	124.60	20%	152,966,153	40%
YEAR	EARNINGS	INCREASE	PER CENT. TO CITY	INCREASE
1900	\$ 723,020.46	....	\$191,128.10	....
1905	1,186,887.10	64%	366,088.72	92%
1910	2,130,028.44	80%	679,337.93	85%
1914	2,597,550.55	21%	955,740.24	40%

## TORONTO CIVIC RAILWAY

The Toronto Civic Railway inaugurated in 1912 to supply the outlying portions of the City with street railway service. The fare is 2c., or 6 tickets for 10c. The statistics for 1914 are:—

MILES OF SINGLE TRACK	PASSENGERS	EARNINGS	EMPLOYEES
16.84	9,820,765	\$166,004.88	110

## TELEPHONES

YEAR	NUMBER	INCREASE	YEAR	NUMBER	INCREASE
1900	7,242	....	1910	32,515	112%
1905	15,328	112%	1915	58,000	70%

## WATER WORKS

The City's water supply is obtained from Lake Ontario. The pumping station for the general supply has a capacity of over 100,000,000 gallons per day.

\$2.00 per annum is the lowest general water rate, and this is for a house of four rooms. The rate increases with the size of house and number of conveniences.

Meter rates are 10c. per thousand gallons, and where more than one million gallons are supplied annually through one meter the rate is 7½c.

The average daily consumption in 1914 was 50,100,000 gallons.

There are 555 miles of mains in the City.



THE DISCHARGE FROM A HYDRAULIC DREDGE—PUMPING SAND  
AT THE RATE OF 1,000 CUBIC YARDS PER HOUR.

### WEATHER RECORDS

Average temperature for the	WINTER	SUMMER
last seventeen years.....	Jan. and Feb., 22°	July and Aug., 70°

### FUTURE DEVELOPMENT

Toronto is not satisfied with her past achievements, and is planning for development in every avenue of her needs, commercial and aesthetic, as may be gathered from the following list of improvements that have been approved and are now in various stages of progress:—

Harbor Commissioners' Harbor and Ashbridge's Bay	
Improvements (under way).....	\$24,000,000
Bloor-Danforth Viaduct (under way).....	2,500,000
Viaduct along Waterfront (railways engaged in preliminary preparations).....	12,000,000
New Union Station (estimate—site now being cleared).....	3,000,000
New General Post Office, Adelaide St.; New Customs' Examining Warehouse, Front St.—Estimate.....	4,500,000
Waterworks Extension (under construction—certain extensions to existing plant).....	6,677,000
Filtration Plant Extension (under construction).....	1,375,000
North Toronto Grade Separation (estimate—work well under way).....	1,000,000
	<hr/> \$55,052,000



**BRITISH COLUMBIA TIMBER FOR SHEET PILING  
ON TORONTO HARBOR WORKS.**

Other works which have been approved by the Civic authorities, but which have yet to be sanctioned by the ratepayers, are:—

*No. in Toronto Sewage System.....	\$4,144,256
Asphalt Plant. ....	125,000
Sewer Laterals and Detritus Chamber—Sewage Disposal Plant.....	121,400
Reconstruction of Dundas Street Bridges.....	148,000
North Toronto Water Supply Mains.....	525,000
Reconstruction of Gerrard Street Bridge.....	225,000
	<hr/>
	\$ 5,288,656
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	\$60,340,656

\* Recommended by Works' Commissioner and under consideration by City Council.

## *Branch Factories of United States Manufacturers in Toronto*

A. B. Ormsby Company, Limited.  
 A. J. Reach Company.  
 Alphaduct Manufacturing Company.  
 Aluminum & Crown Stopper Co., Limited.  
 American Laundry Machinery Co., Limited.  
 American Watch Case Company, Limited.  
 Arlington Company of Canada, Limited.  
 Ault & Wiborg Co. of Canada, Limited.  
 B. J. Johnston Soap Company, Limited.  
 Bateman-Wilkinson Company, Limited.  
 Benjamin Electric Co. of Canada, Limited.  
 Benjamin Moore & Company, Limited.  
 Berg Machinery Manufacturing Co., Ltd.  
~~British American Oil Company, Limited.~~  
 British American Wax Paper Co., Limited.  
 Brunswick-Balke-Callender Co., Chicago.  
 Canadian Ammonia Company, Limited.  
 Canadian Carbon Company, Limited.  
 Canadian Chewing Gum Company, Limited.  
 Canadian Hanson & Van Winkle Co., Ltd.  
 Canadian H. W. Johns-Manville Co., Ltd.  
 Canadian Kodak Co., Limited, Rochester.  
 Canadian Lennox Throatless Shear Co., Ltd.  
 Canadian Link Belt Co., Limited, Chicago.  
 Canadian Linotype, Limited.  
 Canadian Mathews Gravity Carrier Co.  
 Canadian Mersereau Co., Limited, Newark.  
 Canadian Milk Products Company, Limited.  
 Canadian National Carbon Co., Cleveland.  
 Canadian Rumely Company.  
 Canadian Shredded Wheat Co., Limited.  
 Capewell Horse Nail Company.  
 Cement Vault Company, St. Louis, Mo.  
 Central Steel and Wire Co., New York.  
 Chamberlain Medicine Company.  
 Chemical Laboratory Company, Limited.  
 Coco-Cola Company of Canada.  
 Columbia Phonograph Company.  
 Commercial Acetylene Co. of New York.  
 Computing Scale Co., Limited, Dayton, Ohio.  
 Conduits, Limited.  
 Crouse-Hinds Company of Canada, Limited.  
 Cudahy Company, Limited.  
 Dart Union Company.  
 Dearborn Chemical Company, Chicago.  
 Decalcomania Co. of Canada, Philadelphia.  
 Dodge Manufacturing Company of Toronto.  
 Dominion Abrasive Wheel Co., Limited.  
 Dominion Carbonic Co., Limited, Buffalo.  
 Dominion Carriage Company, Flint, Mich.  
 Eugene Dietzgen Co., Limited, Chicago.  
 Fairbanks-Morse Canadian Mfg. Co., Ltd.  
 Frank H. Freer Co., Limited, Philadelphia.  
 Galena Signal Company, Limited.  
 Gerlach Barklow Co. of Canada, Limited.  
 Gipe Howard Store Service Co., Limited.  
 Glidden Varnish Company.  
 Goldschmidy Thermit Company, Limited.  
 Grassilli Chemical Company, Limited.  
 Graves, Bigwood & Company.  
 Hamilton Carharri, Limited.  
 Hendee Manufacturing Co., Rochester.  
 Henry Diaston & Sons, Ltd., Philadelphia.  
 Hinde & Dauch Paper Company.  
 Hot Point Electric Heating Co., Ontario, Cal.  
 Haylers.  
 International Stock Food Company.  
 International Varnish Co., Limited, Chicago.  
 I. B. Kleinert Rubber Company.  
 John Underwood & Company.  
 Jones Underfeed Stoker Company, Limited.  
 Kawneer Manufacturing Co., Miles, Mich.  
 Kindel Bed Company, Chicago.  
 Lumen Bearing Company, Buffalo.  
 National Cash Register Co., Ltd, Dayton.  
 National Fireproofing Company of Canada.  
 New Way Motor Co. of Canada, Limited.  
 Northern Aluminum Company, Limited.  
 Pompeian Manufacturing Company.  
 Pratt Food Company of Canada, Limited.  
 Reeves Pulley Manufacturing Co., Limited.  
 Regal Shoe Company, Boston.  
 Ruud Manufacturing Co., Pittsburg, Pa.  
 S. F. Bowser & Co., Limited, Fort Wayne.  
 Standard Sanitary Co., Limited, Pittsburg.  
 Standard Silver Company.  
 Steel Shoe Company.  
 Stewart Hartshorn Company, Newark, N.J.  
 Sunbeam Incandescent Lamp Co. of Canada.  
 Templeton, Kenly & Company, Chicago.  
 The Lamson Company, Boston.  
 Thermos Bottle Company, Limited.  
 Toronto Helmet and Cap Co., Brooklyn, N.Y.  
 Toronto Testing Laboratory, Detroit.  
 Tower Canadian Limited.  
 United Drug Company, Limited.  
 Wm. A. Rogers, Limited.  
 Waterbury Chemical Company.  
 Wm. Harland & Son.  
 Wm. Wrigley (Jr.) Company, Limited.  
 W. R. Perrin & Company, Limited, Chicago.  
 Wrought Iron Range Company, Limited.

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